

PROPOSED STUDY LIST ADDITIONS

Key Notation to Study List Evaluation

Architectural significance: the style of a resource, the reputation and ability of its architect, the quality of its design, its uniqueness, and the materials and methods of its construction and execution.

Historical significance: the association of the resource with a person or event that has made a significant contribution to the community, from an association with the broad patterns of cultural, social, political, economic, or industrial history, or the urban development of Alameda

Environmental significance: the continuity or character of a street or neighborhood with a historical resource's setting on a block, its landscaping and (or) its visual prominence as a landmark or symbol of a street, a neighborhood or the City of Alameda

Design integrity: an analysis of alterations that have been made to the original materials and design features of the resource.

In addition, the Board could also evaluate the structures for their quality and eligibility

requirements for the National Register of Historic Places, etc, as follows:

- N** for National Register of Historic Places quality,
- S** for California State Register of Historical Resources quality,
- B** for providing background support for more worthy resources nearby;
- E** for a place that by itself is not much but helps form an environment or
- H** for an item that has historic importance because of its construction date or location or one that "may" have architectural importance because it is similar to others by important architects or builders. (This last criterion includes a statement that more historic research should precede "further evaluation" of this resource.)

Building 5, Overhaul and Repair Shops

Navy research showed that the modifications and alterations were constructed during the period of significance and that this building does retain its integrity. Navy Evaluation Report 9.27.2010 recommended it be added to the NAS Alameda Historic District for two reasons: It contributes "to the NAS overall purpose and wartime effort," and "to the Moderne style architectural character of the district."

Study List criteria HS, rating N

Built in 1940.



Building 10, Power plant

Built in 1940.

Although it was enlarged in 1945 it retains historic integrity related to the period of significance. Navy Evaluation Report 9.27.2010 recommended it be added to the NAS Alameda Historic District because its function was “crucial,” its location “highlights the design and organization of the station, and its expansion reflects the growth and adaptation of NAS during World War II.”

Study List criteria HS, rating N



Buildings 11 and 12, Seaplane Hangars

Built in 1940.

Building 11 and 12 have three remaining facades intact, the interior exposed structure is intact, and half of their fourth façade is intact (now interior walls facing building 400). Thus both of these seaplane hangars retain the integrity necessary to be Contributors to the district. It is clear that the district would lose a part of its seaplane activities integrity if these two buildings were absent. Buildings 11 and 12 are essential in completing an unbroken row of seaplane hangars facing the Seaplane Lagoon and its taxiways. The regular and rhythmic sequence of hangars fronting the waterway is a significant vista within the NAS. It dramatically illustrates the relationships among land, sea, and air that help define the purpose of the NAS. The space between the two hangars was filled in with Building 400 in 1952. This report does not propose adding that building to the Study List.

Study List criteria HS and DI, rating S and E



Building 15, Boathouse

Built in 1940.



The Boathouse is a two-story concrete building with a one story south side wing; metal sash, and flat roof. The Boathouse was built to house the utility, crash, and rescue boats that tended NAS seaplanes. While minor alterations were made in 1989, the building possesses high integrity. Its significance is based on the essential service it provided to the NAS's mission. Navy Evaluation Report 9.27.2010 recommended it be added to the NAS Alameda Historic District because of its "importance to waterfront operations," and the architectural contribution of its industrial design, siting, and layout. (see 64 below) Study List criteria HS, rating N

Building 19, Flight Control Tower

Built in 1941.

The Flight Control Tower varies in height from one to four stories. It is distinguished by horizontal bands of metal frame windows and a four-story tower with canted windows. A number of additions and alterations over the years have been made on side or rear elevations, leaving the character-defining features of the original building clear. The Tower controlled air traffic coming into and leaving the base. Its historical significance and symbolic nature override some loss of integrity. It is also the only strong vertical element remaining on the NAS and an important visual landmark.

Study List criteria HS and DI, rating S and E



Building 35, Radio Transmitter Building

Built in 1940 & enlarged in 1942-43.

Within the era of significance. Navy Evaluation Report 9.27.2010 recommended it be added to the NAS Alameda Historic District for three reasons: “important communication functions during World War II,” evolution of the NAS layout and design, and its contribution to the architectural character of the historic district with its Moderne style elements.”
Study List criteria HS rating N



Building 64, Shore Intermediate Maintenance Activity (SIMA) Diving Locker

Built in 1941.

This two-story concrete building appears unaltered, with original flat roof and metal sash windows. Working from the Diving Locker, divers performed underwater inspections, cleaned hulls, and made repairs on ships still in the water, rather than taking them out of service and putting them into a shipyard or dry dock, a significant time savings. This building's significance is based on the essential service it provided to the NAS's mission. Navy Evaluation Report 9.27.2010 recommended it be added to the NAS Alameda Historic District because of its “importance to waterfront operations,” and its architectural contribution as shown by its industrial design, siting, and layout. (see 15 above) Study List criteria HS, rating N



Building 78, WAVES Barracks,

Built in 1942.

The WAVES Barracks is a two-story, wood-frame building with a gable roof and an H-plan. It has high integrity. The WAVES ("Women Accepted for Volunteer Emergency Service") performed essential roles in the Navy and their work released male naval personnel for sea duty. WAVES served in a wide range of occupations, such as in communications, intelligence, science, technology, medical professions, as well as in traditional secretarial and clerical roles. Building 78 represents the women who



contributed toward the war effort, and should be considered worthy of addition for its historical associations, as well as for its distinction as a now rare example of a typical military building type. This wooden structure is the only one remaining of a group affectionately nicknamed 'Splinterville' by members of the military who were billeted there. The historic legacy of the Alameda Naval Air Station is preserved at the Alameda Naval Air Museum in the former Air Terminal Building #77. It features archival materials, photographs and stories of the war workers of World War II up to the closing of the base in 1997. Two women who were instrumental in founding the museum are Marilyn York and Barbara Baack. They are strongly in favor of recognizing WAVES contributions to the war effort both nationally and at the NAS. Both women support honoring the women who served by designating the building where they lived as having historic merit.

Study List criteria HS, rating S

Building 273, Quonset –ARMCO Hut

This hut, with a dome shaped metal frame clad in corrugated metal, nestles in the shadow of Seaplane Hangar 41, near the Naval Air Museum. It is an 11 foot high 852 square foot structure on a concrete foundation. It has a sliding metal door on the north and a louvered vent in the arch. The south end has a pair of hinged doors with a vent in the arch above. Two more vents are located in the lower edge of the long side. It was originally intended for storage, and through the years has been used for liquid oxygen and nitrogen and for shops for airframes and aircraft maintenance.

Study List criteria HS, rating S

Built in 1945.



Seaplane Lagoon and Environs

Seaplane Lagoon

The seaplane lagoon and other elements in this category are significant for their role in supporting seaplane operations and association with the development of NAS Alameda and its role in Pacific theater naval operations during World War II. It is also a significant component of the NAS overall design and layout. Navy Evaluation Report 9.27.2010 recommended this group be added as a contributing element of the NAS Alameda Historic District.

Study List criteria HS, rating _N

Building 200648, Bulkhead

Navy Evaluation Report 9.27.2010 recommended it be added as a contributing element of the NAS Alameda Historic District.

Study List criteria HS, rating N

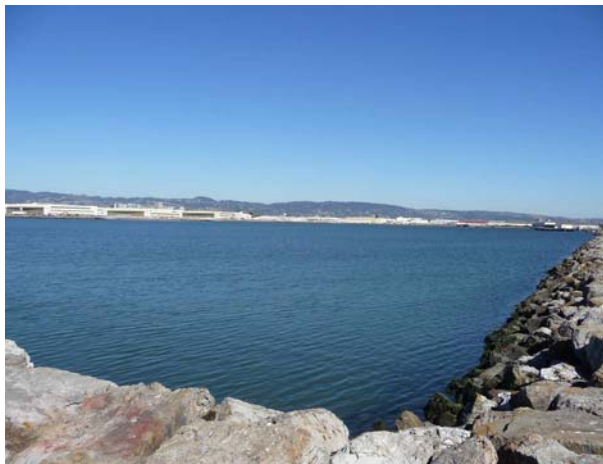
Building 200650, Jetty

Navy Evaluation Report 9.27.2010 recommended it be added as a contributing element of the NAS Alameda Historic District.

Study List criteria HS, rating N

Seaplane Ramps 1,2,3 and 4

Built in 1940.



Built in 1938.



Built in 1939.



#1,2 & 4 built in 1940 and 3 in 1941.

Navy Evaluation Report 9.27.2010 recommended they be added as contributing elements of the NAS Alameda Historic District.



Study List criteria HS, rating N

APPURTENANCES

Airplane on pylon, Main Gate

This A-4 Skyhawk was designed by Ed Heinemann and manufactured by Douglas Aircraft Corp. The first A-4 prototype was flown in 1954 and used by the Navy from 1956 on; production ended in 1979. The design is considered a classic, because its small size did not require folding wings to fit on an aircraft carrier. The A-4 formerly at the Main Gate is Navy Bureau Number 142200 and is the 223rd plane built of 2,960. It is one of an initial batch of 166 built for fleet service. It was converted to an A-4B configuration in 1959. It was removed from active flying status, and installed on a pylon in 1969. Owned by the U.S. Navy, Naval Inventory Control Point, Philadelphia; administered by Ms. Helen Watson, Naval Aviation Museum, Pensacola, Florida. It was removed for repairs by volunteers in 2010.

Study List criteria ES, rating E

Built ca 1957.



Airplane on pylon, East Gate

Built ca 1965.

The A-7 Corsair II was designed and constructed by Ling-Temco-Vought and selected by the Navy in 1963 to replace the A-4. The first A-7 was flown in 1965 and saw combat in 1967. The A-7 formerly at the East Gate is the second A-7B manufactured, and probably the oldest example in existence, Navy Bureau Number 154362. It was removed from active flying status in 1986, and mounted on a pylon in 1987. Owned by the U.S. Navy, Naval Inventory Control Point, Philadelphia; administered by Ms. Helen Watson, Naval Aviation Museum, Pensacola, Florida. It was damaged in 2008 and is currently being renovated by volunteers.

Study List criteria ES, rating E



Anchors (two) on either side of the main entrance to Building 1, currently City Hall West. Owned by the Navy and on loan to the NAS.

Study List criteria ES, rating E



Cast in 1943.



Flagpole in front of Building 1. On the base of the flagpole is a small plaque dedicating it to Robert LaGrone, assistant First Deputy City Manager when the NAS was decommissioned. The flagpole was installed in 1941.



Study List criteria ES, rating E

Plaque marking the location of the Base Closure Time Capsule

Closing the NAS was a significant local event, marked by weeks of commemorations. Clearly both Alamedans and the military wholeheartedly agreed with the last NAS commander Captain Jim Dodge, who expressed the sentiment, "This is truly sacred ground!" according to a lengthy report in the Alameda Journal April 22-24, 1997. The base closure commemorations included a yacht parade, a soap box derby, ship tours, a candlelight march, and a payload of flowers airdropped onto the aircraft carrier Hornet in honor of Commander Jimmy Doolittle. Garrett Michael Smith, 2 years old at the time, tossed the first shovelful of soil onto the capsule, scheduled to be opened in 2020.

Study List criteria ES, rating E

Emplaqued/buried in 1997.



This appurtenance is no. 968 on the California State Register of Historical Resources. Alameda Airport (buried underneath the runways at NAS) was the base for the first transoceanic airmail and passenger service. Pan American Airways ran its Clippers from there from 1935 until 1939 when the fleet was moved to Treasure Island. The first “flying boat” was fondly called “The China Clipper,” a nickname then applied to all such airplanes. These planes and their flights made aviation history; the site of their first departure at Alameda Airport is listed as number 968 on the list of California Historic Landmarks.

Plaque commemorating the terminus of the Transcontinental Railroad

Emplaqued in 1985.



Emplaqued in 1952.



Study List criteria HS, rating S

Salute Guns, next to the Flight Control Tower: These three guns sounded the 21 gun salute to greet visiting dignitaries. Owned by the Navy and on loan to the NAS. The salute guns were installed in this location in the 1950s.



Study List criteria AS, rating N

Statues associated with the Bachelor Enlisted Quarters: Four cast concrete statues. Two depict eagles; they are located at either end of the Mess Hall of the BEQ. The other two depict the mythical Pegasus and are located at the easternmost ends of the BEQ wings.

Study List criteria AS, rating N

